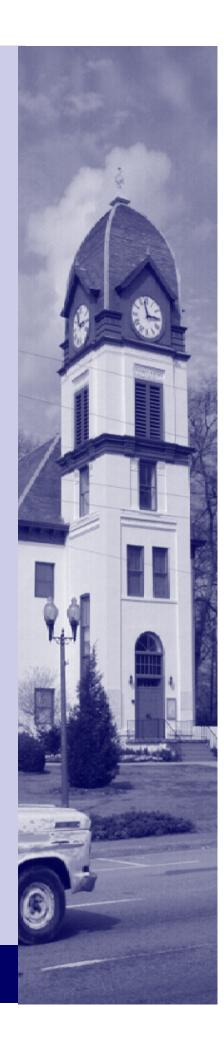
2.0 Development Plan

Community Vision	2.1
LCI Study Area Concept Plan	2.10
Downtown Development Program	2.32





Community Vision

As part of the first community workshop, approximately 60 City of Fayetteville residents were introduced to the Fayetteville LCI Planning Process and participated in a series of "planning stations." These stations included hand's-on activities encouraging participants to define their vision for the study area and to verify the development opportunities maps outlined in Section 1.9.

Based on activities conducted at the workshop, the Fayetteville Community defined their collective vision as:

- A family-friendly, small town based upon its historic roots and buildings,
- A mix of commercial/retail facilities including small business and essential goods and services,
- Reduced traffic congestion and increased facilities for pedestrians and bicyclists,
- Added public open spaces/green spaces and added cultural events.

Also during the first community workshop, the Fayetteville Compass was administered. The following pages provide a summary of the responses from the Compass and provide a glimpse into the vision and preferences of the Fayetteville community regarding development and redevelopment of the LCI Study Area over the next 10 to 20 years.

A total of 44 surveys were completed. Of the 44 respondents

- 73% of respondents reported that they shop within the Study Area
- 40% of respondents reported that they work within the Study Area
- 30% of respondents reported that they live within the Study Area
- 11% of respondents both live and work within the Study Area

Images

Part 1 of the Fayetteville Compass consisted of a visual preference survey. Participants were asked to rate images on a scale from 1 to 5 (lowest to highest) based on their appropriateness if they were to be developed within the Fayetteville LCI Study Area. In all, 52 images displaying a variety of commercial developments, housing types, transportation alternatives and open spaces were ranked. The following section displays the images that rated highest and lowest in each development category.

Commercial Images

Commercial developments that ranked highly in the Compass included multi-story buildings with retail/commercial establishments on the ground floor. Developments often were adjacent to wide pedestrian sidewalks and along narrow streets.

Commercial Developments that tended to score lowest on the Compass included traditional suburban strip development with large parking areas between buildings and streets.

Highest Ranked Images



Retail Along Sidewalks



Storefront Retail



Multi-Story Development



Big Box Retail



Strip Retail



Large Setbacks

Residential Images

Residential images that ranked highly in the Compass included traditional single-family housing and cluster homes with traditional architectural styles.

Lowest ranked residential images included large multi-family developments and attached older attached housing developments.

Highest Ranked Images



Traditional Single-Family Housing



Cluster Housing



Multi-Family Housing



Older Attached Housing Styles

Transportation Images

Transportation images that ranked highly in the Compass included pedestrian/bicycle trails and narrow, tree-lined streets through traditional downtowns.

Lowest ranking transportation images included suburban commercial strips and wide, multi-lane commercial parkways.

Highest Ranked Images



Pedestrian/Bicycle Routes



Narrow Downtown Streets



Suburban Commercial Strip



Commercial Parkway

Open Space Images

Open Space images that ranked highly in the Compass included heavily landscaped areas, large pedestrian walkways, small central parks and recreational trails.

Lower ranking open space images included those that had a more modern or urban character.

Highest Ranked Images



Landscaped Walkways



Small Central Parks



Recreation Trails



Modern Structures



Urban Plazas

Land Use

Part 2 of the Fayetteville Compass consisted of a series of multiple choice and short answer questions in four categories: land use, transportation, sense of place and implementation.

The land use section including questions regarding commercial development types, residential development types and pricing, open space development, institutional needs and development densities. The following table displays development characteristics that were ranked particularly high (most appropriate for the LCI Study Area) and particularly low (least appropriate for the LCI Study Area).

Land Use/ Development Type	Most Appropriate (mean score)	Least Appropriate (mean score)
Commercial development	 Restaurants/dining (4.6) Traditional "mom and pop" retail stores (4.3) Mixed-use development (4.2) Office (4.1) 	Strip centers (1.4)Big-box retail (1.6)
Residential development	 Single-family housing (4.2) Lofts (4.0) Price range of \$150,000 to \$199,000 (4.0) 	Apartments (2.3)Price range of less than \$100,000 (2.2)
Open Spaces	 Small park or plaza (4.7) Walking or biking trail (4.3) Passive greenspace (4.3) 	
Institutional Needs	Senior Center (4.2)	
Retail Uses	Uses Restaurants (4.7) • Coffee shops (4.1)	
Development densities for downtown area	 High density mix of uses (4.1) 	No change (2.1)
Development densities along Highway 85	High density mix uses (3.7)	 Residential neighborhood (1.8)

Transportation

The series of multiple choice and short answer questions regarding transportation addressed traffic congestion, the pedestrian environment, parking in the downtown area and priorities for public improvements. The table below displays the percentage of respondents who recorded similar answers on open-ended questions and the mean score on multiple choice/rating questions. A mean score above 4.0 indicates a strong positive preference while a mean score below 2.0 indicates a strong negative preference.

Issue	% of Respondents	Mean Score	
	Kopondomo		
Most congested area in Fayetteville LCI area			
Corner of 85 and 54	68%		
Most appropriate means of reducing congestion			
Enhance signal design and timing		4.3	
Build a bypass around the downtown area		3.9	
Most difficult places to cross in Fayetteville			
Corner of 85 and 54	57%		
Anywhere on 85	43%		
Jeff Davis Drive	11%		
Highway 92	7%		
Measures to improve the pedestrian environment			
More sidewalks		4.3	
More crosswalks		4.2	
Longer time to cross at traffic lights		4.1	
Maintenance of existing sidewalks		4.1	
Additional landscaping		4.0	
Parking problem in downtown			
Yes	45%		
No	48%		
Measures to improve the parking problem			
Parking closer to stores and offices		3.9	
More parking lots		3.4	
On-street parking		3.3	
Highest priority public improvements			
Streetscapes		4.2	
Parks and open spaces		4.1	
Crosswalks		4.1	
Traffic signals		4.0	

Sense of Place

Questions concerning sense of place challenged participants to list facilities and/or events that draw them to the downtown area or that evoke a strong sense of place. Survey participants were also asked to rank the appropriateness of development types and design improvements that could be developed to reinforce sense of place in Fayetteville.

Issue	% of Respondents
Places/Structures that evoke the strongest "sense of place"	
Courthouse or courthouse square	75%
Historic Homes	9%
Buildings/Places that should be preserved	
Historic structures including the Holiday Dorsey Fife house, M. Daniel property and the Ramsey property	50%
Courthouse, courthouse square and surrounding buildings	32%
Jeff Davis Drive area	16%
Tasks that draw people to Downtown	
Attend Concerts/Events/Art Shows and Festivals	73%
Government/Private offices (post office, pay taxes, library)	32%
Shop	18%
Dine	16%
Commute through downtown	7%

Issue	Mean Score
Activities needed to help create a live, work & play atmosphere	
More restaurants	4.4
Live music venues/events	4.3
Family-oriented entertainment	4.1
Outdoor gathering space	4.1
Measures to enhance Downtown's Sense of Place	
Consistent landscaping	4.5
Consistent lighting	4.5
Consistent architectural character	4.5
Consistent sidewalks	4.4
Public Art	3.5
Banners	2.2

Implementation

The final three questions of the Fayetteville Compass detailed implementation tools and priorities.

Issue	Mean Score					
Tools necessary to achieve a comprehensive vision for the area						
Financial incentives for developers	4.2					
Enforceable development standards	4.0					
Improved permitting and development processes						
Types of regulatory and development standards needed						
Architectural standards	4.5					
Landscape standards	4.3					
Sidewalk standards	4.2					
Priorities in improving "quality of life" other than transportation improvements						
Enhance the area's identity	4.4					
Encourage mixed-use development	4.3					
Balance land uses	4.2					
Create open spaces	4.2					
Effective ways of communicating with the public						
Print media	4.3					
Public meetings	4.0					

LCI Study Area Concept Plan

The Concept Plan illustrates the full complement of land use/development and transportation initiatives to bring about the vision established through the Fayetteville LCI Plan. The complete Concept Plan includes 11 proposed development areas (A-K) and a series of 12 transportation improvements/enhancements (see the LCI Concept Plan fold-out on the next page).

The Concept Plan is based upon a variety of inputs including: analysis of existing conditions, extensive market research, the vision and stated desires of community stakeholders, a desire for improved connectivity and accessibility to and within the LCI Study Area, anticipated transportation improvements and enhancement of the image and identity of Downtown Fayetteville and the surrounding area. In this way, the Concept Plan is based both in objective data and in the subjective desires of the community to create a plan that is bold and visionary, yet realistic and implementable.

The Concept Plan reinforces the key concepts for revitalizing and sustaining Downtown Fayetteville and the LCI Study Area:

- Developing a critical mass of residents in and around the downtown area to support downtown retail/commercial establishments
- Enhancing the diversity and sustainability of small-scale retail establishments in Downtown Fayetteville
- Encouraging commercial nodes rather than corridor commercial development by converting Highway 85 frontage properties north of downtown to other uses
- Establishing attractive and functional open space and a greenway network to tie together major destinations and neighborhoods and enhance pedestrian connectivity/recreation opportunities
- Building on the City's historic character and preserving historic structures
- Improving traffic circulation and access.

The follow pages describe each land use/development and transportation initiative. Initiatives are divided into three time frames for implementation (3 year priorities, 3-7 year priorities, and 7-25 year priorities). The Action Plan in Section 3.0 focuses more heavily on the implementation of 2 year and 2-5 year priorities and provides additional recommendations and data regarding project implementation.



CATALYTIC PROJECTS Land Use & Urban Design

A Fayetteville Village Green

LEGEND

Land Uses:

Single-Family

Multi-Family

Commercial

Mixed Use

Industrial

Parking*

(6)

5

В

Park/Recreation/

Open Space

Vacant Land

Office

Major Projects

Gateways

Intersection

Pedestrian/Bicycle

Institutional / Public Planted Median Strip

Improvments

New Road/

Study Area

Road Improvements

7

Α

D

9

Е

Improvements

- New mixed-use center organized around a downtown green and plaza
- Two to three story buildings with retail/office on ground floor
- Potential for office/lofts on upper floors
- New narrow "downtown" streets with pedestrian amenities
- Potential for higher-end restaurants
- **B** Consider Extending Residential Development and Develop Neighborhood Retail
 - Townhomes or additional cluster homes along Lanier St. if retail cannot be supported
 - Mixed use commercial around LaFayette Park and along Lanier and LaFayette Avenues
 - Maintain provisions for retail on ground floor and residential (lofts) above

C Main Street Residential District (Phase 1)

- Higher density housing/office/neighborhood retail uses facing
- Highway 85; single-family cluster housing facing secondary streets
- Develop central open space on Church St. as part of greenway

D Redevelop Lee Street Area

- Redevelop single-family houses to accomodate lawyer's offices and other compatible business uses
- Improve pedestrian connectivity and access on Lee Street

E Redevelop Community School into a Community Center

- Community/performing arts center or recreation/aquatic center
- Expansion of "community school" educational programs
- Link to expanded Fayetteville Town Center

F Main Street Residential District (Phase 2)

- Higher density housing/office/neighborhood retail uses facing
- Highway 85 and single-family cluster homes facing secondary streets
- Develop central open space on Church St. as part of greenway
- Residential infill and new construction on Church St. & Jeff Davis

G Develop Multi-Family or Attached Residential Development

- Consider higher density residential development
- Potential for office with residential/lofts above

H Redevelop Retail

- Redevelop aging retail centers
- Identify and attarct higher-end retail tenants

Preserve Greenspace

- Maintain gardens and develop as part of city's green space/greenway system

J Develop Single-Family Residential

- Retain single-family land use
- Potential for future cluster development (similar to Apple Orchard or The Villages)

K Redevelop County Office Building

(3)

- Retail/office on the ground level and residential units above
- Redefine park/gazebo area into an expanded city park

Transportation/Circulation

- 1 Install new traffic signal at LaFayette Ave. and Highway 85
- Implement new traffic signal
- Improve pedestrian sidewalks and accessibility

2 Intersection and Signal Improvements

- Improve traffic signal timing and implement signageto encourage better use of Jeff Davis
- Maintain single left turn lane from Stonewall Avenue to Highway 85
- Pedestrian/sidewalk improvements

3 Construct Medians on Glynn Street

- Extend low-landscaped medians from Hood Avenue to Fisher Avenue to enhance downtown
- Maintain existing travel lanes and provide turn lanes at major intersections

4 LaFayette Avenue Extension

- Reconstruct central city arid between Highway 85 and Jeff Davis
- Pedestrian/sidewalk improvements
- Link to greenway system

5 Develop Downtown Greenway System

- Develop greenway system connecting major city landmarks, residential clusters, and the new Village Green
- Link to Beauregaurd/Redwine Trail Project
- Implement along existing streets where possible

6 Lanier Streetscape Improvements

- Pursue implementation of downtown sidewalk plan
- Improve Lanier between Jeff Davis Drive and the "Villages at LaFayette

7 Realign Hood Avenue

- Realign Hood Avenue at Highway 85
- Use new Hood Avenue alignment as a catalyst for redevelopment of "Block G"

8 Highway 92 (West Forest Ave.) Extension

- Extend Highway 92 through existing strip center to Church Street

9 Construct entry gateways

- Construct lanscaped entryways at major intersections into the
- downtown area
- Encourage development of landmark structures/ signage at key areas

10 Georgia Avenue Extension

- Extend Georgia Avenue across Highway 85 and down LaFayette Avenue
- Act as a catalyst to redevelop "Block G"

11 Church Street Improvements

- Pedestrian/sidewalk improvements
- Connect existing park to new central open space and greenway

12 Washington Street and Carver Street Improvements

- Reconstruct central city grid between Highway 85 and Jeff Davis
- Pedestrian/sidewalk improvements
- Link to greenway system



Short-Term Priorities (within 3 Years)

A. Fayetteville Village Green

The Fayetteville Village Green has been conceived as a new centerpiece and catalyst to downtown development and reinvestment. The Village Green development creates a new destination within Downtown Fayetteville, building off of the historic core of commercial buildings around the courthouse square. While small retail establishments are maintained on the central square, additional residential density and an increase in the diversity and number of small commercial establishments are needed to revitalize the downtown area and create more of a destination within the City of Fayetteville and Fayette County. These small retail businesses are not intended to compete with the "big box" retailers of Highway 85 or those large retail outlets at The Pavilion. Rather, small downtown businesses will fill a niche in the Fayetteville market for a collection of small, specialized stores knitting the downtown together and expanding its role as a destination.

Noted as "Block A" on the concept map, the Village Green is largely underutilized today accommodating two historic homes, a bank and several small residences across the 23.5-acre area. The proposed mixed-use center includes a collection of residential, office and commercial/restaurant development, complementing and extending the traditional downtown commercial center. The Village Green also connects "The Villages at Lafayette Park," Fayette County High School and the Community School to Fayetteville's historic downtown and the downtown commercial core. This connection is made by an open pedestrian path through the Village Green development to "Main Street" and via the greenway along Lafayette Avenue.

Buildings should be multi-storied incorporating small retail establishments on the ground floor and office space/residences on upper floors. The architectural character of the Village Green is intended to be traditional with older building styles similar to that of a small town Main Street or along Stonewall Avenue across from the courthouse in Downtown Fayetteville. Building along the green should be compact, creating a continuous line of shops and windows.

The mixed-use center is organized around a major public park/plaza that may be used for community events including the City's arts festivals and summer gatherings. On either side of the open space, retail establishments, office space and both for-sale and rental residential units provide activation to the area. The addition of residential units around the Village Green will assist in building the critical mass of residents necessary to sustain and support additional retail development in the downtown area. The diversity of housing options from three story rental apartments to duplex and quadraplexes ("Big House" Design), from townhomes to urban lofts, is critical to the make up and viability of the Village Green. The infusion of office space will also add liveliness and animation to the area during the week.

The Village Green can be phased in over the next three to ten years as the proposed design follows existing property lines. The first phase of development (Phase 1A) borders Highway 85/Glynn Street. Two existing historic residences remain as prominent structures on Highway 85 and are proposed for conversion into bed and breakfasts or restaurants. A third structure of the same architectural style should be constructed as commercial or office space facing Glynn Street. The central focus of the first phase is a community plaza opening up to Glynn Street and providing a visual link to Fayetteville's historic courthouse. Phase 1 takes advantage of the city parking lot at the corner of Lanier Avenue and Glynn Street as parking for the plaza and community events which may take place once the Village's open space is completed.

Phase 1B surrounds the formal greenspace with parking and two rows of retail buildings with office space and/or residential units on upper floors. In total 12-15 lofts and approximately 28,000 square feet of retail space face the greenway with parking in the rear. Dedicated parking for loft residents is tied into the ground floor of the structure on the north side of the greenway. A row of approximately 16 townhomes face Lafayette Avenue, framing the street and providing pedestrians with a more defined edge along the Lafayette Street portion of the downtown greenway. Within this phase an existing bank is preserved, which can complement the Village Green and community events if a shared parking agreement can be negotiated.

The second phase of development includes a row of townhomes and a row of rental apartments facing the open greenspace with narrow streets between. As in phase 1B, a row of townhomes also faces Lafayette Avenue with access and parking in the rear. Critical to the viability of the townhomes in Phase 2, parking is provided by "tucking" spaces within the ground floor. With the gentle slope of the site, townhouses along the Village Green may contain two stories along the greenway with garages underneath, accessed from the rear. At build-out,

Phase 2 contains excess parking capacity to assist with overflow parking needs during peak periods, including community festivals and events.

The final phase of development for the Fayetteville Village Green includes a series of townhomes framing the west end of the central greenspace and a series of attached or semi-attached housing units. With the completion of the Fayetteville Village Green continuous pedestrian walkways along Lafayette Avenue and through the center of the development will provide a link between over 350 new downtown



The Fayetteville Village Green is organized around a community open space and plaza and can be phased in over time as the design follows existing property lines.

housing units, two educational facilities and the historic downtown core of Fayetteville. Depending upon development issues and forces, development of Phase 3 may precede development of Phase 2. Inverting the development of Phases 2 and 3 would have little impact on eventual build-out of the complete Village Green.

Development of the Fayetteville Village Green would result in a total of 141 residential units ranging from lofts to townhouses to multiplex developments, approximately 38,500 square feet of retail space and just less than 14,500 square feet of office space on the 23.5-acre site.

- Develop a new mixed-use center for Downtown Fayetteville
- Construct several narrow "downtown" streets with pedestrian access/amenities
- Consider two to three story buildings with retail/office on ground floor and office/residential above
- Recruit small retail establishments and higher-end restaurants to locate on the Village Green

- MIXED USE

- SINGLE-FAMILY ATTACHED (DUPLEXES)

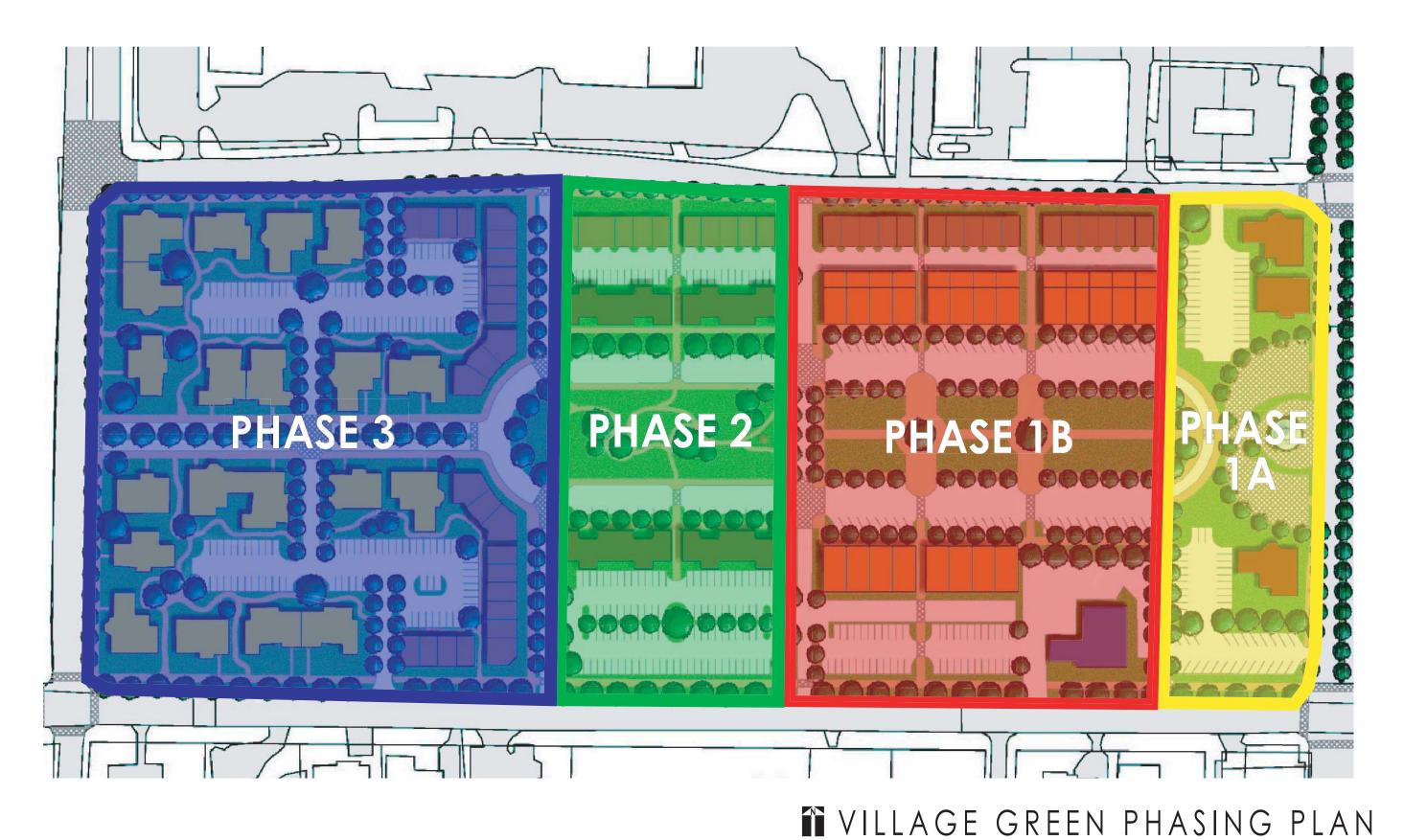
- SINGLE-FAMILY ATTACHED (TOWNHOUSES)

- MULTI-FAMILY





VILLAGE GREEN CONCEPT PLAN
January 2003





City of

Fayetteville

Fayetteville Village Green Development Program

	Development Site	Approximate Quantities	Parking Spaces	Description
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FAYETTEVILLE VILLAGE GREEN					
Phase 1A- Historic Adaptive Re-Use (2.1					
1A.1 New Historic Commercial	3,500 Square Feet	15	Designed to be historically compatible		
1A.2 Adaptive Re-Use	3,500 Square Feet	15	Re-use of existing historic home for B&B or restaurant		
1A.3 Adaptive Re-use	3,500 Square Feet	20	Re-use of existing historic home for B&B or restaurant		
Phase 1B- Parkside Mixed-Use (5.9 acres)					
1B.1 For-Sale Townhomes	16 Units	32	Entrances facing public street; rear garages/alley		
1B.2 For-Sale "Lofts" (2nd floor)	13 Units	21	Entrances between storefronts; tuck-under parking in rear		
1B.3 Ground Floor Retail	13,650 Square Feet	47	Storefront in character (minimal service and loading)		
1B.4 Office (2nd & 3rd floors)	14,400 Sauare Feet	48	Above retail; surface parking in rear		
1B.5 Ground Floor Retail	14,400 Square Feet	46	Storefront in character (service and loading at rear alley)		
Phase 2- Parkside Residential (5.1 acres)					
2.1 For-Sale Townhomes	12 Units	24	Entrances facing public streets; parking in rear		
2.2 For-Sale Townhomes	12 Units	24	Entrances facing park; parking in rear		
2.3 Rental Apartments (2 floors)	24 Units	97	"Through-unit" design (all units face park)		
Phase 3- Single Family-West (10.1 acres)					
3.1 Semi-Attached	40 Units	80	Designed to look like large historic homes		
3.2 Townhome	24 Units	52	Entrances facing public streets; parking in rear		
Total Residential Development:	141 Units				
Total Retail Space:	38,550 Square Feet		Includes Historic Adaptive Re-Use		
Total Office Space:	14,400 Square Feet				
Total Gross Site Area:	23.5 Acres				

GROSS RESIDENTIAL DENSITY: 6.0 Units per acre

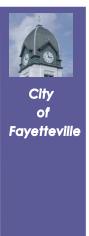
Notes:

1) Parking counts do not include city's lot on corner.

2) Overall commercial parking counts equal approximately 4 spaces per 1000 square feet (with the inclusion of the city lot)

3) Overall residential parking ratios equals 2.3 spaces per unit.

Urban Collage, Inc. 1.30.03





B. Consider Extending Residential Development at the Villages at Lafayette Park

"The Villages at Lafayette Park" is the first development based upon the City of Fayetteville's new Planned Community Development (PCD) zoning classification. The development includes 235 residential units, currently under construction (205 single-family detached homes and 30 townhomes), and 35-acres designated for downtown commercial development. The "Villages at Lafayette Park" is located between Fayette County High School and Lanier Avenue and includes the new Fayetteville Amphitheater, developed by the Downtown Development Authority.

The 35-acre commercial tract, fronting Lanier Avenue, has been envisioned as a neighborhood/downtown commercial area appropriate for lodging, grocery, office and smaller retail establishments. A provision for mixed-use structures with retail/office on the ground floor and residential units above was included as part of the development agreement for the "Villages" to encourage a more livable, walkable environment in the downtown commercial area. The LCI Plan pursues many of the goals established for the "Villages at Lafayette Park" for the greater downtown area. However, the distance between the 35-acre commercial parcel and the historic downtown area is a concern for creating an interconnected, walkable town center. While no commercial tenants had been secured for the 35-acre tract at the time of this report, the developer and the City of Fayetteville continue to pursue commercial tenants for the 35-acre area.

Increased residential development in the downtown area is essential to creating a critical mass of residents to support retail establishments in Downtown Fayetteville. To that end, an increase in housing units in and around the downtown area (including the "Villages at Lafayette Park") is a



Housing development in the downtown area is essential to creating a critical mass of residents to support downtown businesses.

key goal of the Fayetteville LCI Plan. Thus, the Planning Team recommends that the City of Fayetteville consider permitting additional residential development over a portion of the 35-acre tract on the south end of the "Villages at Lafayette Park", particularly on the west side of the development.

Residential development in this area would likely include an attached housing product (townhouses and/or lofts/condos). This increase in housing/potential residents would further solidify the commercial market within the downtown area (particularly for neighborhood retail) and could create a better defined edge to the west end of the downtown area when linked to the new office development on the south side of Lanier and

Stonewall Avenues. Furthermore, the westernmost side of the site is removed from the downtown commercial core, making it unlikely for patrons to walk from one area to the other.

The market analysis (detailed on page 1.22) points to the limited supply of new retail/commercial establishments that can be supported in the downtown area. Trading a portion of the retail space earmarked for the "Villages at Lafayette Park" for additional residential development would reinforce the concept of clustering new retail establishments in and around the new Fayetteville Village Green with strong connectivity to historic Downtown

Fayetteville. This configuration serves to concentrate retail and mixed-use facilities toward the center of town where they are more accessible to an increased number of surrounding residential areas.

Residential development should be considered for at least ½ of the 35-acre tract. The remaining 15-20 acres may be retained for neighborhood commercial and downtown commercial development including, but not limited to lodging, grocery, pharmacy, personal care and other downtown shops/boutiques. In the event that these commercial businesses are secured for the "Villages at Lafayette Park," they are best located on the east end of the development where they can frame Lanier Avenue and Lafayette Avenue and where the greenway, pedestrian paths and other pedestrian amenities can be created to maintain an open, continuous pedestrian path between the "Villages" and the courthouse square. The existing provision for mixed-use development in the area with uses separated by floor/level should remain to encourage a more dense/walkable development and the architectural character of this development should coincide with the historic flavor of the Village Green and the homes now under construction within the "Villages at Lafayette Park" development.

Recommendations:

- Consider extending residential development on at least the westernmost half of the commercial parcel associated with "The Villages at Lafayette Park" development.
- Continue to pursue downtown commercial development on the east end of the commercial parcel facing the Village Green and Lanier Avenue
- Maintain the existing provision for a more dense/walkable commercial environment including mixed-use buildings with retail space on the ground floor and office or residential space on upper floors.
- Orient development along Lanier Avenue and Lafayette Park to frame the roadway and to enhance connectivity to the new Fayetteville Village Green.

Transportation/Circulation Improvements

1. Implement a traffic signal at Lafayette Avenue and Highway 85/Glynn Street

A new traffic signal at the intersection of Lafayette Avenue and Highway 85/Glynn Street will serve to provide a primary point of access/egress to Highway 85 for the 235 new housing units located in the "Villages at Lafayette Park" and new residents/patrons of the Fayetteville Village Green and provide a second option for vehicles attempting to bypass the Highway 85/Highway 54 bottleneck in Downtown Fayetteville.

Signalizing this intersection north of the major downtown traffic conflict (Highway 85/Stonewall Avenue) will allow residents of the "Villages" and students from Fayette County High School and the community school another point of controlled access onto Highway 85. The signal would likely reduce the number of vehicles and conflicts in Downtown Fayetteville and at the Hood Avenue/Highway 85 intersection located in the north end of the LCI Study Area. The signal will also allow through traffic to bypass the major downtown conflict by turning north onto Lafayette Avenue from Highway 54 and then onto Highway 85/Glynn Street northbound, downstream of the major conflict area.

- Implement a traffic signal at the intersection of Glynn Street and Lafayette Avenue
- Improve pedestrian sidewalks, accessibility and crosswalks at the intersection

2. Implement intersection and traffic signal improvements on Highway 85/Glynn Street at Stonewall Avenue and Lanier Avenue

The analysis by the Planning Team indicated that traffic operations at most intersections in the study area are sufficient if no conditions cause interference. However, certain conditions are interfering with the operations at the intersection of Highway 85 and Highway 54 that extend queuing due to inadequate spacing of Stonewall and Lanier Avenues. Congested lanes typically cause back-ups that extend downstream to adjacent intersections and in the peak periods cause congestion at those intersections. Many motorists affected by these back-ups blame signal timing for the congestion, when the actual problem is caused by inefficient lane utilization at downstream intersections.

Based on the Planning Team's observations of the traffic flow, we believe that current signal timing plans work effectively under normal traffic flow conditions. However, during the a.m. peak, traffic queues remove much of the benefit of the coordinated timing. A coordinated

timing plan will assume that traffic is flowing at a certain speed, however, when long queues occur and traffic is unable to move at the desired speed, the benefits coordination diminished. For this reason, Planning Team recommends removing one of the left hand/northbound turn movements and resigning Stonewall Avenue eastbound traffic to promote use of Jeff Davis Drive, which has excess capacity.

While new signage and a reduction in left turn lanes onto Highway 85 will serve to reduce vehicular congestion at the intersection, pedestrian improvements



Congestion at the intersection of Glynn Street and Stonewall Avenue creates back-ups during peak periods that in turn cause other downtown traffic circulation problems.

should be made to enhance accessibility across the busy intersection and reduce the number of pedestrian/vehicle conflicts. As part of Transportation Project 3, sidewalks, crosswalks and a landscape median should be improved to provide a safer environment for pedestrians attempting to cross Highway 85.

- Improve traffic signal timing and implement signage to encourage better us of existing capacity on Jeff Davis Drive
- Eliminate one left turn lane from Stonewall Avenue onto Highway 85/Glynn Street
- Improve pedestrian sidewalks, accessibility and crosswalks

3. Improve traffic flow on Highway 85/Glynn Street by constructing a landscaped median

A median is considered as a pedestrian refuge that can be raised and located near the center portion of the street to aid crossing. Adding a median along Highway 85 will serve a dual purpose: it will act as a safety enhancement leading to a reduction of vehicle speed in the core



The landscaped median at Lanier Avenue and Glynn Street should be extended throughout the downtown area and enhanced with additional low lying shrubs and other vegetation.

of the city, and it will decrease the number of automobile conflicts traveling in opposing directions and a reduction in points of conflict. The presence of the median will also serve to "announce" the downtown district and reinforce its sense of place.

The landscaped median is currently in place just north of the Highway 85/Lanier Avenue intersection and just south of the Highway 85/Stonewall Avenue intersection. The median should be extended from Hood Avenue on the north end of downtown to Fisher Avenue on the south end of

town. The median should be interrupted to provide turn lanes at major intersections where necessary. The City of Fayetteville will also need to work with adjacent property owners to ensure appropriate access points as the medians are developed.

- Extend low-landscaped median from downtown to Hood Avenue on the north and to Fisher Avenue to the south
- Maintain existing travel lanes while providing turn lanes at major intersections

Mid-Term Priorities (3-7 Years)

C. Main Street Residential District- Phase I

The Main Street Residential District is borne out of the need to create additional residential options and build a critical mass of residents in the Downtown area and a need to "trim" retail development along Highway 85. The east side of Highway 85, just north of downtown, houses a large auto dealership and several small commercial buildings. As part of Downtown Fayetteville's redevelopment, the east side of Highway 85 should be redeveloped as a denser collection of attached and detached single-family homes.

Traditionally, the area just north of Downtown Fayetteville, particularly along Jeff Davis and Church Street, has been an enclave on single-family homes. In an effort to "interrupt" the string of commercial strips along Highway 85 between Fayetteville and Riverdale, build a critical mass of residences in the downtown area and maintain the character of the area just north of Downtown Fayetteville, the proposal for this area calls for redevelopment of the auto dealership and one small commercial site for attached housing facing Highway 85/Glynn Street and a cluster of single-family homes behind the rowhouses and facing Church Street.

To encourage redevelopment and viability in the area, the grid of streets should be expanded by extending Lafayette Avenue to Jeff Davis Drive and reclaiming Washington Avenue. Carver Street should also be reconstructed to expand the grid of residential streets.

While the entire area between Highway 85 and Jeff Davis Drive between West Forest Avenue and Lafayette Avenue should be considered for redevelopment over the long term, the area directly adjacent to Highway 85 between Lafayette and Georgia Avenue is a priority in the LCI Plan and thus, a first phase of residential development.

The first phase of the Main Street Residential District is situated directly across Glynn Street from the new Fayetteville Village Green. This proposal (as shown on the next page) calls for the redevelopment of an existing automobile dealership and one small commercial building into rowhouses and cluster homes. The 30-35 rowhouses are grouped into small clusters facing Highway 85/Glynn Street and should be set back from Highway 85 with a pedestrian sidewalk and a generously landscape "front yard," forming a buffer between the homes and the roadway. Between each set of attached houses is a small greenspace providing outdoor activity areas for residents of the townhomes and pedestrian pathways to the single-family cluster homes. The rowhouses include garages, which face the alley at the rear of the homes.

The 22 single-family detached homes are located behind the townhomes facing a new north-south roadway that terminates at a small central park. The design of the single-family homes is intended to coincide with the "historic" feel of Downtown Fayetteville and the Fayetteville Village Green. The total development program provides 50 to 60 housing units on the 9.4-acre site, adding to the critical mass of downtown residents needed to reinforce the downtown commercial node and act as a catalyst for future redevelopment of the neighborhood north of the courthouse square.

- Redevelop existing commercial land on the east side of Highway 85/Glynn Street for attached and clustered residential uses
- Encourage higher density housing along Highway 85 with rear garages and alley access

• Develop detached single family homes with a central open space and alley access behind attached rowhouses

D. Redevelop Lee Street Area to link the County Courthouse and complementary businesses to Downtown

The new Fayette County Office Complex is under construction and expected to be complete in 2003 along with improvements to the County detention center. While construction of the county complex places an additional major institution in the downtown area, the center lacks connectivity to Fayetteville's historic core.

The Planning Team recommends that the area along Lee Street between the new County Complex and the traditional downtown core be transformed into a series of smaller legal offices and complementary businesses. In most cases, older historic homes should be adaptively reused to house these businesses while preserving the historic charm of the downtown area,

similar to recent adaptive reuse projects along Jeff Davis Drive. In coordination with Lee Street improvements, the City is expected to locate a new police station within or near the downtown area to replace their existing facility.

Additionally, a pedestrian path to improve access to downtown businesses/restaurants should be pursued by the City and Fayette County, providing access to Stonewall Avenue. The path may be further enhanced with other streetscape improvements

including street and pathway lighting and planting of street trees.



Redevelopment of Lee Street, including pedestrian improvements can better link the new County Courthouse and the south side of Fayetteville to the Traditional Downtown Square.

- Redevelop single family houses on Lee Street for legal and other compatible offices
- Provide a pedestrian link/pathway between the new facility and Downtown Fayetteville along Lee Street

E. Partner with Fayette County Schools to redevelop the Community School into a more vibrant community center

The Community School, formally Fayette County High School, is located just north of the new Fayetteville Village Green site, east of "The Villages at Lafayette Park" and the new Fayetteville Amphitheater and southeast of the new Fayette County High School. The school is currently used by the Fayette County School System to provide alternative education during the day and community education classes during the afternoon and evenings.

The Community School is ideally located to take advantage of new downtown residential areas under construction and proposed in this plan. With the addition of the Fayetteville Amphitheater and the proposed Village Green, the northwest area of downtown should become the home and showplace for community activities in Fayetteville.

Numerous requests were made during community workshops for the development of additional community facilities including cultural facilities and performing arts spaces in the downtown area. The Community School already houses an auditorium used for special community events and may achieve community goals by expanding its use and purpose.

As part of the redevelopment of Downtown Fayetteville, the city should pursue a partnership with the school system to increase the use of the Community School by the general public. Likely programs would include additional offerings for adult and continuing education and performing arts/cultural activities including music, theater and art galleries.

Recommendations:

- Partner with Fayette County Schools to incorporate additional community programs into the existing school facility
- Consider site/facility for a performing arts or cultural center
- Expand community school education programs
- Link the facility to the new Fayetteville Village Green

Transportation/Circulation Improvements

4. Extend Lafayette Avenue to Church Street



As the Fayetteville LCI Plan is implemented, Lafayette Avenue will become an important east-west arterial connecting the Fayetteville Amphitheater and new downtown development to Highway 85/Glynn Street.

Highway 85 and Highway 54 are urban principal arterial streets, carrying the highest traffic volumes in the City of Fayetteville. Minor arterial streets include GA 92, Jeff Davis Drive, and Jimmie Mayfield Drive. Grady Avenue is the only urban collector street within the study area. All other streets in the LCI study area are classified as urban local streets, and primarily provide access to land uses.

As land uses change through redevelopment efforts, creating an

appropriate network and hierarchy of streets will enable the City to ease traffic along its principal arterials, leading to better circulation. Extending Lafayette Avenue to Church Street will serve to provide another east-west route through/around downtown and enhance access between Jeff Davis Drive and the "Villages at Lafayette Park," the new Fayetteville Village Green, Fayette County High School and the Community School. Restoring the traditional downtown grid can also increase pedestrian volumes, coupled with sidewalks and pedestrian amenities such as shade trees, benches, and wayfinding signage.

Recommendations:

- Extend Lafayette Avenue to Church Street
- Include pedestrian/streetscape improvements as part of the extension project

5. Develop a greenway system throughout the downtown area

Greenways work locally to provide safe, attractive, car-free routes for healthy commuting, recreation and sport. Greenways link to other networks for non-motorized users - such as the cycling, trails and other rights of way. Fayetteville's downtown greenway will include stretches of quiet minor roads designed to be more attractive for people on bikes, horseback or walking and stretches along urban arterial streets with access to shopping areas and downtown landmarks. These greenways would provide another viable means of access and a recreational opportunity for residents of the City of Fayetteville.



The downtown greenway system in Fayetteville may include sections of pathways along existing transportation arteries and through less developed residential or preservation areas.

The greenway system should connect major residential areas within the LCI Study Area including "The Villages at Lafayette Park," the Main Street Residential District and residential developments proposed on the north and southwest end of the LCI Study Area and the Fayetteville Village Green to downtown commercial areas, the historic County Courthouse, City Hall, the new County Complex on Jimmie Mayfield and properties along Jeff Davis Drive. To that end, the greenway should be developed along major roadways where possible, including Stonewall Avenue, Lanier avenue, Lafayette Avenue, Hood Avenue, Glynn Street and Jeff Davis Drive. In newly developed residential areas, the greenway may run off of major streets

and through dedicated open spaces and nature preserves. While the complete downtown greenway system is a 3-7 year priority, the first phase of its development will begin with the Village Green development discussed in the previous section.

The downtown area greenway should be developed in conjunction with the Beauregard/Redwine Trail listed in the Transportation Improvement Plan (TIP) and the greenway system proposed as part of the City of Fayetteville's Southside Master Plan.

- Develop a greenway system connecting downtown commercial areas with major city landmarks, residential clusters and the new Village Green
- Connect the greenway system to existing/proposed hike and bike trails including Beauregard/Redwine Trail
- Implement the greenway on existing streets as much as is feasible

Long-Term Priorities (7-25 Years)

F. Main Street Residential District- Phase 2

The second phase of the Main Street Residential District builds off of the first phase, directly east of the new Fayetteville Village Green. The district's second phase should redevelop much of the area between Jeff Davis Drive and Highway 85 between the Lafayette Avenue extension and the proposed Highway 92 extension.

The second phase of the Main Street Resident District is to be based upon several key goals. First, retail/commercial development should be reduced and limited along Highway 85. A key motive of the Main Street Residential District is to limit corridor commercial development along



The Main Street Residential District attempts to preserve some of Fayetteville's more historic structures while adding complementary homes and businesses in place of strip development north of Downtown Fayetteville.

Highway 85 in favor of creating commercial nodes with concentrations of sustainable, viable commercial development in the downtown area (including the Village Green) and north of the LCI Study area around Highway 85. Based upon market conditions when redevelopment occurs, mixed-use development or, more likely, denser forms of housing or townhouses may be needed along major streets (including Highway 85) to frame the roadway with an attached row of buildings and to provide a sufficient financial return on land costs.

Second, the Main Street Residential District should preserve historic structures along Jeff Davis Drive. Whether these homes have

been converted into office buildings or remain as single-family residences, the historic buildings should be preserved where possible to maintain the history and character of the residential neighborhood.

Third, new housing development should complement the architecture and design of older homes on Jeff Davis and the character of Downtown Fayetteville and the Fayetteville Village Green. The Main Street Residential district is envisioned as a collection of cluster homes forming a tight-knit residential district just north of Downtown Fayetteville. Homes should reflect the historic flavor of the Downtown Area with minimal setbacks from small streets and pronounced front porches and provide access to the downtown greenway and an enhanced city park along Church Street. The area's redevelopment should coincide with reclamation of the grid pattern of streets (Washington Street, Carver Street, Georgia Avenue) and with development of sidewalks along Church Street and other secondary streets.

- Redevelop existing commercial land on the east side of Highway 85/Glynn Street for attached and clustered residential uses
- Consider residential infill and new construction on Jeff Davis Drive and Church Street
- Develop additional open space along Church Street
- Expand the grid of residential streets north of downtown

G. Develop multi-family or attached residential along Highway 85, north of downtown

Just north of Downtown Fayetteville, a highway commercial/industrial area marks the west side of Highway 85/Glynn Street. This area today consists of a quarry located behind a collection of small commercial buildings. A carwash and several acres of vacant land exist on the south end of the area.

"Block G" should be redeveloped as a residential/office area to reduce the total amount of commercial floor area and to "interrupt" the string of commercial strips along Highway 85 between Fayetteville and Riverdale. To improve transportation circulation and to act as a catalyst to redevelopment in the area, Hood Avenue should be realigned through this area (see Transportation Project #7).

Transformation into a residential area is a vital step to creating two commercial nodes in the City of Fayetteville (the downtown area and the Pavilion area) rather than a suburban commercial corridor. Additional residential development will further solidify a critical mass of residents in the downtown core of Fayetteville in conjunction with the "Villages at Lafayette Park," the Fayetteville Village Green and the Main Street Residential District, within walking distance of designated downtown commercial areas. In total, these four initiatives can increase the number of downtown residences in Fayetteville by over 700 residential units

In addition to an attached residential product, office space may be provided on the ground floor or along Highway 85 to enhance the mix of uses in this development block.

Recommendations:

- Redevelop the west side of Highway 85/Glynn Street north of downtown as attached redevelopment
- Consider a mix of uses in the area including office space on the ground floor and/or the "front" of the development along Highway 85/Glynn Street.
- Coordinate redevelopment with the realignment of Hood Avenue.

H. Redevelop retail/commercial areas along Highway 85, north of downtown

Highway 85 between Downtown Fayetteville and the City of Riverdale to the north is marked by sprawling commercial centers. Many of these centers are past their useful life expectancy and should be redeveloped to attract higher-end, more sustainable retail tenants or for other uses.

Typically, multi-family development is the most viable redevelopment use for aging commercial centers. However, the City of Fayetteville is not considering expanding the supply of rental properties within the city limits at this time. Thus, the Planning Team recommends that aging, lower-rent, low-sale retail centers on the south end of the Highway 85 corridor be reinvigorated or reconstructed and that higher-end retail tenants be identified and sought for the area just north of downtown.

- 6. Reconstruct aging retail centers along Highway 85
- 7. Identify and attract higher-end retail tenants near Downtown Fayetteville
- 8. Create a "southern boundary" to commercial development along the Highway 85 commercial corridor

I. Preserve greenspace along Beauregard Boulevard

"Block I" is situated on land currently owned by the Sams Family. Over the last several decades the Sams Family has developed a series of intricate gardens throughout the parcel. The area is widely known by area residents for its natural beauty and landscaping.

As new housing is developed on the parcel immediately west of the Sams property, the area encompassing Dr. Sams' gardens should be set aside for environmental preservation. Ultimately, the citywide greenway should run through or provide community access to the garden area.

Recommendations:

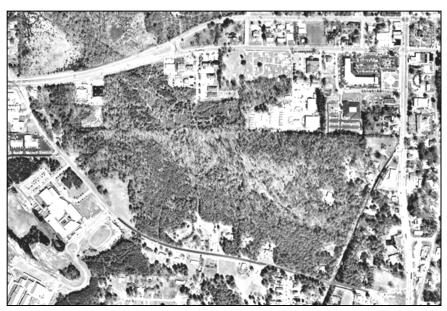
- Maintain the Sams property as an environmental conservation area
- Incorporate the citywide greenway into the garden area

J. Encourage single-family residential development southwest of downtown

"Block J" is made up of two large existing residential parcels. The 60+ Acres of Block J are in a prime location for attracting new development on the fringes of downtown Fayetteville. Based

upon the vision established by the Fayetteville Community, the Planning Team recommends that this southwest portion of the LCI Study area be preserved for residential development.

Development may include "cluster housing" similar to that provided in "The Villages at Lafayette Park" or with a total density of 2-3 homes per acre with a large greenway/open space preserved along the streambed. existing to the Access development should be provided from Grady Avenue and from Stonewall Avenue. Additionally, the citywide



The aerial photograph above displays the large portion of undeveloped land that makes up the Sams' property and the potential single-family residential area. The roadway to the top of the graphic is Highway 54, while Glynn Street appears on the right edge of the photo.

greenway should be developed through this residential area, along the stream where possible, connecting Highway 54 and Grady Avenue.

- Preserve "Block J" for residential development
- Consider cluster homes with preserved open space along the existing creek
- Develop the citywide greenway through new single-family developments

K. Redevelop the existing county office building

The existing county office building at the corner of Glynn Street and Stonewall Avenue was a strip mall transformed into office space in the 1980s. With the development of the new County Office Complex on Jimmie Mayfield (southeast of Downtown Fayetteville), the existing county office building may be vacated by the County in the future.

Over the last decade, Fayette County has taken steps to improve the building and the surrounding area. Heritage Park was developed between Highway 85 and the office building to provide a public gathering space on the grounds and a small gazebo was placed in the parking area with generous landscaping to provide an oasis near the corner of Glynn Street and Stonewall Avenue.

If the County vacates the site in the future, it should be redeveloped into a mixed-use facility accommodating a variety of retail, office and residential uses. Additional parking will be needed behind the facility to accommodate residential uses. The area between Heritage Park and the gazebo should be reconstructed as an expanded downtown park.

Recommendations:

- Consider a mix of uses with retail/office on the ground floor and office/residential above
- Develop additional open space/park space in the parking area along Highway 85/Glynn Street

Transportation/Circulation Improvements

6. Lanier Streetscape

As part of the Fayetteville LCI Plan, the Downtown Sidewalk Plan should continue to be pursued by the City of Fayetteville. To that end, streetscape improvements planned for Lanier Avenue should be maintained and enhanced to link the new Fayetteville Village Green to the historic



Continued implementation of the Downtown Sidewalk Plan on Stonewall Ave. (above), Lanier Ave., Glynn St., Lafayette Ave. and Lee St. will improve the pedestrian environment and enhance the livability of Downtown Favetteville.

downtown square and to the "Villages at Lafayette Park." Streetscape improvements include new and repaired sidewalks, new street and pathway lighting and street trees separating pedestrian paths from vehicular travel lanes.

- Continue to pursue the Downtown Sidewalk Plan
- Improve Lanier Avenue Pedestrian amenities between the "Villages at Lafayette Park" and Jeff Davis Drive.
- Include development of the citywide greenway as part of the Downtown Sidewalk Plan

7. Realign Hood Avenue through "Block G"

The realignment of Hood Avenue to a more southerly location will address several traffic issues. It will allow for a reduction in automobile accidents at the current juncture with Highway 85 by allowing for an easier northbound, left hand turn movement; it will create sufficient space from the intersection of Highway 92 to prevent excessive queuing conflicts north bound on Highway 85 and west bound onto Highway 92; and it will allow a signal to be located at the new intersection enabling west bound turns onto Hood Avenue from Highway 85.

Realigning Hood Avenue will also act as a catalyst to redevelopment of "Block G." The planned reduction in the amount of retail/commercial development along Highway 85, just north of Downtown Fayetteville, in conjunction with the traffic benefits listed above, will improve circulation in the area and enable through traffic to bypass much of Highway 85 within the city limits as they approach from the east using Tiger Trail as a northerly route connection. Thus, Hood Avenue realignment will act a traffic reliever and as a catalyst to residential/office redevelopment.

Recommendations:

- Provide better alignment with Highway 85
- Distance Hood Avenue/Highway 85 intersection from Highway 92/Highway 85 intersection
- Act as a catalyst for land use redevelopment of "Block G"

8. Extend Highway 92 (West Forest Avenue) to Church Street

As a major travel corridor in Fayetteville, Highway 92 serves as an important arterial street connecting the City with points north and west. At present, the roadway terminates at the intersection of Highway 85. As illustrated in the market analysis, a consequence of an

oversupply of retail businesses along the commercial core on Highway 85 leads to an increase in traffic congestion. To relieve this situation and to take advantage of an aging retail center located on the east side of Highway 85, the Planning Team recommends increasing east-west connectivity by extending Highway 92 to Church Street.

This additional roadway improvement will help create a better-connected network of streets that improves the transportation network within suggested new development nodes.



The proposed improvements to Hood Avenue and West Forest Avenue will enhance the character of Highway 85 north of downtown and improve traffic circulation.

suggested new development nodes. Connecting Highway 92 to Church Street provides an alternate south bound movement through the city alleviating congestion on Highway 85/Glynn Street.

Recommendations:

Extend Highway 92 through an aging retail center to provide access to Church Street

9. Construct entry gateways at key locations

A gateway is a physical landmark on an arterial street that indicates a change in environment from a major road to a lower speed commercial district. Gateways may be a combination of signs, arches and medians or other identifiable features. Gateways send a clear message to motorists that they have reached a specific place, creating an image and identity for the area and signaling to motorists to reduce speeds. In Fayetteville's historic downtown core, entry gateways should be constructed along Glynn Street, Stonewall Avenue and Lanier avenue at key intersections on the North, West, South and East side of Downtown Fayetteville.

Recommendations:

- Construct landscape entryways at major intersections/nodes into the downtown area
- Encourage development of landmark structures/signage at key locations

10. Georgia Avenue Extension

The Georgia Avenue Extension is proposed to provide an additional north-south access road between Lafayette Avenue (at the new Fayetteville Village Green) and Hood Avenue. The Georgia Avenue Extension would likely intersection Lafayette Avenue between the Community School and the retail center on the northwest corner of Lafayette Avenue and Highway 85/Glynn Street.

The extension road would serve to reduce traffic along Highway 85 and to provide an additional roadway between the Village Green and redevelopment expected on "Block G." A Georgia Avenue extension would also serve to enhance the downtown grid of streets providing multiple options and access points for downtown motorists and pedestrians.

Recommendations:

- Extend Georgia Avenue across Highway 85 and down to Lafayette Avenue
- Act as a catalyst for land use redevelopment of "Block G"

11. Improve Church Street for vehicular and pedestrian access

The transportation network in Downtown Fayetteville is composed of a sparse street hierarchy where traffic is gathered from multiple locations and funneled onto Highway 85 and Highway 54 as the primary carriers of north-south and east-west traffic, respectively. Outside of these two state highways, local streets in the study area do not form a grid and therefore do not allow for alternate routes and turning movements. This network configuration forces the vast majority of local and through traffic onto the two state highways, causing congestion as traffic volumes exceed capacity. This, in turn, creates difficult conditions for pedestrians. As a complement to redevelopment efforts, improving Church Street through resurfacing, streetscapes and sidewalks will create a grid system for vehicles and people.

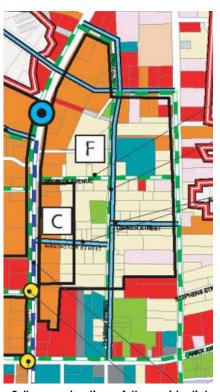
- Modify Church Street to improve traffic flow
- Add pedestrian sidewalks to Church Street

12. Reconstruct the residential grid north of Downtown Fayetteville

Highway 85 and Highway 54 are urban principal arterial streets, carrying the highest traffic volumes in the City of Fayetteville. Minor arterial streets include GA 92, Jeff Davis Drive, and Jimmie Mayfield Drive. All other streets in the LCI study area are classified as urban local streets, and primarily provide access to land uses.

As land uses change through redevelopment efforts, creating an appropriate network and hierarchy of streets will enable the City to ease traffic along its principal arterials, leading to better circulation. Reclamation of Washington Street between Highway 85 and Church Street and reconstruction Carver Street between Church Street and Jeff Davis Drive will serve to provide alternate routes through/around downtown and enhance access between Jeff Davis Drive and Highway 85. Restoring the traditional downtown grid will also enhance access to and the character of the Main Street Residential District and may serve to enhance pedestrian volumes/pathways in the area.

- Reclaim Washington Street between Highway 85 and Church Street
- Reconstruct Carver Street between Highway 85 and Church Street
- Include pedestrian improvements/sidewalks as part of the downtown street grid



Full reconstruction of the residential grid north of Downtown Fayetteville includes reclamation of Washington and Carver Streets, improvement of Church Street and construction of the Lafayette Avenue Extension.

Downtown Development Program

The Downtown Development Program provides summary information regarding each land use initiative including:

- Approximate acres of development/redevelopment
- Approximate number of residential units
- Expected residential density
- Amount of retail/commercial square footage
- Amount of new office space
- Complementary transportation improvements
- Necessary regulatory changes.

The information included in the downtown development program leads to the 25-year population and employment projections in Section 3.0 Action Plan.

In total, the Fayetteville LCI Plan includes:

- Over 300 acres of proposed development and redevelopment areas
- Approximately 900 proposed residential units within walking distance of the traditional downtown core
- Approximately 200,000 new square feet of retail/commercial establishments, marketed toward eating/dining establishment and clothing/accessory shops as directed by the market analysis in Section 1.0 and the Appendix of this document.
- Approximately 300,000 new square feet of office space to enhance the daytime population base in the downtown area over the next 25 years.

Downtown Development Program

Project	Acres	Proposed Residential Units	Approx. Residential Density (units/acre)	Proposed Retail Area (sq. ft.)	Proposed Office Space (sq. ft.)	Complementary Transportation Improvements	Regulatory Changes / Remarks
				SHORT TER	M PRIORITIES (v	within 3 Years)	
A. Fayetteville Village Green	24	141	6.0	38,550		Lafayette Ave. Traffic Signal	Partial Rezoning
						Downtown Intersection and Signal Improvements	
						3. Planted Medians on Glynn Street	
						Lafayette Avenue Extension	
						5. Downtown Greenway System	
						Lanier Avenue Streetscape	
			L			10. Georgia Avenue Extension	
B. Villages at Lafayette Park	35	120	6.0	50,000	100.000	6. Lanier Avenue Streetscape	Assumes 20 acres residential/15 acres commercial
D. Villages at Lalayette Fark		120	0.0	30,000	100,000	o. Laniel Avenue Greetscape	Office space may become lodging, institutional or mixed-use
Short-term Subtotal	59	261		88,550	114,400		
L				MID-TER	M PRIORITIES (
C. Main Street Residential District- Phase 1	99	56	6.0			12. Reclaim Downtown Street Grid	Eventual downzone of commercial property to residential
D. Lee Street/County Courthouse	34	Τ	Ι		140 000	5. Downtown Greenway System	Rezone of single-family residential to office & institutional
B. Loc Girota Guinty God tribuse						9. Entry Gateway	Trozono or origio tariniy residentiar to orige a mettational
		·					
E. Community Center	22					5. Downtown Greenway System	
Mid-term Subtotal	43	56		-	140,000		
LONG-TERM PRIORITIES (7-25 Years)							
F. Main Street Residential District- Phase 2	58	174	3.0	LONG-IE		8. West Forest Avenue Extension	
1 . Main Otteet (Concential District-1 have 2		1/4	3.0			11. Church Street Improvements	
						12. Reclaim Downtown Street Grid	
			L				
G. Highway 85 Multi-family/Office	38	204	6.0			7. Hood Avenue Realignment	Rezone industrial area to mixed use area
						9. Entry Gateway	
L				100.000			
H. Highway 85 Retail Redevelopment	99	l	L	100,000			
I. Greenspace Preservation	6	Τ	T			5. Downtown Greenway System	
ii oromopade i reservation	U	L	L			o. Dominomi Greenway Gystein	
J. Grady Avenue Single-family Residential	62	186	3.0			5. Downtown Greenway System	
K. Redevelop County Office Complex	5	15	3.0	15,000	35,000		
Long-term Subtotal	173	564		100,000	42,000		
GRAND TOTAL	302	896		203 550	331 400		

GRAND TOTAL 302 896 203,550 331,400